

39522

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

CONFIDENTIAL - U.S. OFFICIALS ONLY

25X1

COUNTRY	USSR	REPORT	[REDACTED]
SUBJECT	Information on the Soviet Railroad and Road Network	DATE DISTR.	4 October 1954
DATE OF INFO.	[REDACTED]	NO. OF PAGES	2
PLACE ACQUIRED	[REDACTED]	REQUIREMENT NO.	RD
		REFERENCES	

25X1

25X1

639622

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

25X1

1. In 1949, a new highway was being built from Oktyabrskoye (N 52-20, E 55-30) to Bugulma. Prior to February 1949, a road bridge of reinforced concrete over the Ik River was completed in the course of this highway. The bridge was 120 meters long. In March 1949, the highway was opened to traffic from Oktyabrskoye as far as a point three kilometers beyond the new bridge.

25X1

25X1

2. In September 1953, source observed that the Kuzino-Pervouralsk-Sverdlovsk railroad line was double-track. [REDACTED] a double-track railroad bridge over the Volga River near Kazan. The bridge was about 800 meters long.

25X1

3. In mid-1951, work was started on the improvement of the Stalino-Makeyevka highway, one of the most important arteries leading from Stalino to the east. The highway was brought to a width of ten meters and provided with an asphalt cover. Work was completed in June 1953. In early October 1953, a PW shipment was assembled at the Yasinovataya marshaling yard, 15 kilometers north of Stalino. The marshaling yard appeared to be a major installation. Searchlights were posted all over the area, and loudspeakers were in use for shunting operations.

25X1

25X1

[REDACTED] the Stalino-Poltava and the Kiev-Brest line sections were double-track, while the Poltava-Kiev section was mostly single-track.

25X1

[REDACTED] At the station, Soviet-gauge and standard-gauge tracks ran parallel to each other. Source saw three empty freight cars headed toward the west, and a long freight train loaded with machinery from the GDR on a standard-gauge track.

25X1

25X1

4. [REDACTED] Sverdlovsk to Moscow via Kevda, Sarapul, Agryz, and Kazan. [REDACTED] this line was being double-tracked throughout its length. [REDACTED] at different places along the line [REDACTED] the roadbed was wide enough to carry a second track. The broken stone ballast

25X1

CONFIDENTIAL - U.S. OFFICIALS ONLY

25X1

STATE	X	ARMY	#X	NAVY	X	AIR	#X	FBI		AEC			
-------	---	------	----	------	---	-----	----	-----	--	-----	--	--	--

NOTE: Washington distribution indicated by "X", field distribution by "#"

25X1

25X1

CONFIDENTIAL - U.S. OFFICIALS ONLY

-2-

25X1

required for such a track had already been piled up along the line. No construction work was observed on the numerous railroad bridges. Barrack camps, ten to 12 kilometers apart, were observed along the line. These camps were designed to quarter construction workers, and attached to most of them were storage dumps for machinery, construction material, and railroad rails. The coal was guarded by railroad police. [redacted]

25X1

[redacted] double-track railroad line from Moscow to Brest via Smolensk and Minsk. Source noted that no female railroad personnel were employed in the border area.

5. Source observed a single-track railroad line running from Kotlas to Vorkuta via Kozhva, Pechora, and Indu (sic). Passing sidings were seen on this line.

25X1



CONFIDENTIAL - U.S. OFFICIALS ONLY